"I asked you to move a half an hour We're in danger and want to get ashore." There do you want to gor" asked the mer. Well, we might make for the Harseshoo," replied the Captain. "That's the safest thing,

Well, we might make for the Herseshoe, repited the Laptain. That's the safest thing, I guess.

Rirschner says that he then went down stairs. In about two minutes, he says, the boat gave a lurch that nearly sent a dozen men overboard. It was not the sea that saused this lurch, he says, but the fact that the Captain had started the tug through the tremendous sen at full speed. Every once in a while, in some remarkable way, the boat would get into the trough of the sea and then the rolls; that she gave sent the men's hearts up into their mouths. A turn of the rudder would put the little crait safe again, but she seemed to be steered badly, and long; efore the tug was near a point of safety the men on board bogan to appreciate the danger of their position. Frior to this the men and not thought about the situation as being a dangerous one. The beer and whiskey that had been imbibed had helped this feeling of indifference slong, but once, when the tug gave a roll and for nearly four seconds it was a question whether she would go clean over or right herself sagin, they came to a realizing sense of their danger. They clung to the bulwarks of the beat and when one side sunk deer down into the sea they rushed to the other side.

That the boat was being mismanaged was evident to all of the men on board, says kirschner, for in the distance other tugs with fishing parties aboard could be seen. They were titching also, but still rode along, and not once did any of them get eaught in the trough of the work. While the Nicol was still struggling to reach

and the Cantain of the tug steered in the same direction, following in the wake left by the steamer. It was at this juncture that the Nicol got caught in the trough of the sea again. She gave a couple of heavy roils and then went clean over. As the uniusky fishermer rose to the surface the sir was rent with shrinks for help. The water all around was full of struggling men. Nome were clinging to life preservers and a life raft, while others had hold flogs, chairs, and anything that would help in any way to keep them-affoat. The tug began to settle almost as soon as she turned over. For two minutes or so she was visible above the surface, then down she went leaving a mass of whirling water and foam. There can be no doubt that many persons were carried down with the tug. Some were in the cabin when she roiled over, while a number were down in the boiler room getting warm.

The passengers on the Algonquia, which was only a short distance away when the accident occurred, saw the tug turn over, and set up a great zereaming. Capt. Platt of the Algonquia had already despatched First Officer A. Rich and four seamen to the rescue in a big lifeboat, and turned the steamer around and made for the tug.

The second boat to come to the rescue was the big Robert H. Sayre, in command of Capt. Batford. The Sayre is a Pennsylvania Railroad tug, and is big and seaworthy. She was some three miles away when the whistling of the Algonquin attracted her Captain's attention. Through his glasses he saw the measurusgling is the water, and the efforts of the crew of the Algonquin to save them. Putting on full steam Capt. Stafford made for the seeme of the disaster, and close behind him came we or three other tugs, whose attention had been attracted to the state of affairs in the same manner.

The other tugs were the Sammy, which is a state boat to the Nicol, and is owned by the

of the disaster, and close behind him eams two or three other turs, whose attention had been attracted to the state of affairs in the same manner.

The other turs were the Sammy, which is a sister boat to the Nicol, and is owned by the same man; the C. E. Fyarts, the W. B. Flint, and the P. H. Wise. All of these boats had fishing parties aboard, and there were two or tree other turs in the vicinity, but they were so far to windward that they could not hear the Algonquin's whistle, and consequently knew mothing about the accident.

When the Sayre reached the scene the sea was full of men, some clinging to life preservers, others to tables and chairs, some to logs of wood which were floating around, and still others were struggling to keep affoat with mothing to support them. The sayre did not dare to let down her boat. In the tramendous sea that was running it would have been swamped as scone as it touched the water. The crew grabbed ropes, however, and threw them in every direction. The drowning men fought frantically to get at the ropes, and numbers of them were pulled aboard in this way.

Other members of the crew leaned down toward the water and grabbed with their hands men who managed to swim alongside the turg. When the Sayre arrived these men had been in the ley water about ten minutes, and many of them were completely exhausted. It was half an hour before the Sammy reached the spot, and the water was still full of men. In a calm or comparatively rough sea it would have been an easy matter with the assistance at hand to have saved everybody, but the rough sea made it an extremely difficult job, and just as a man would make a graba a line or at a friendly hand extended to save him, a wave woul catch him and excess him out of reach. When this happened it almost certainly meant death to the unfortunate, as in their exhausted condition the men could do nothin, toward saving themselves. One old man with long white hair and oget further away from him, he made up his mind. Letting go of the life preserver he mad

away, and with a shriek he let go of the rope and sank out of sight.

As soon as the men were pulled aboard they were taken down into the boiler rooms. Two or three were pulled out by boat hooks just as they were sinking, while the Evaris picked up two men who were floating deat in the water. The Algonquin did all that was possible, and then, seeing that the tugs could fluish up the work, proceeded on her war.

The big tug P. H. Wise arrived too late to be of any service, but for an hour after the accident she hung around ready to pick up any hodies that might come to the su face. The tugs Governor and W. E. Flint did the same thing.

hodies that might come to the su face. The turn Governor and W. B. Flint did the same thing.

The first turn to arrive in this city was the Sayre, she steamed up to Fier 2, East liver, and left the thirty-four men whom she had aved on the dock. The news of the accident had got around, and there was a crowd at the Battery all the afternoon.

It would be hard to imagine a more wretched looking lot of men than the shirwrecked fishermen that the Sayre landed. There were thirty of them at Fier 2, four having been landed at Atlantic Basin, Brooklyn, on the way up. All but one were hatless. Their ciothing was soaking wet.

Many were in their shirt sleeves, having discarded their coats and vests while they were in the water, while some had nothing on but undershirts and trouvers. Many of them seemed dazed. They had been compelled to stand on the deck of the turboat all the way up from the scene of the disaster, the engineroom not being large enough to accommodate mere than two or three outside of the fireman, and the two or three outside of the fireman, and the two or three who managed to get in there would not come out.

The Sammy brought six of the unfortunates to the same pier. When the Algonquis got in it was found that she had ten of the men who started out on the Nicol aboard. One of them was dead, and was lying in a lifeboat on the upper deck.

The Evarta, which landed at the police dock

was dead, and was lying in a interest on the upper deck.

The Evarts, which landed at the police dock at Pier A, had two dead men aboard. All of the crew of the Nicol, as well as the Captain, were saved.

ALGONQUIN 10 THE RESCUE.

There Seemed to Be a Hundred Men in the Water when Her Lifebont Arrived. The officers and passengers of the Clyde liner Algonquin, from Jacksonville and Charleston, had observed the little tug struggling to the northward through the choppy seas lashed into being by a stiff, squally northeaster, west of the Scotland Lightship. There was fear expressed on the steamship that the ol would capsize. The Algonquia had left the tug, wildly pitching and rolling in the short, created awells, nearly half a mile astern, when a prolonged wait of the Nicol's whistle startled the Algonquin's skipper. Cap. Platt. He looked back and saw the tug far over on her port side, with the seas broaking over her. He brought the steamship about, head to awell, ordered Mate Rich and a boat's crew to lower the lifeboat.

Just as the boat le't the side of the ship, with the brawny north country seamen. Chris Hansen, John Neisen, O. Neisen, and John Taugerson, tugging madly at the cars, the little tug capsized. As she sank out of sight the top of the wheel house, together with a raft and a lifeboat, remained floating on the water. Louder than the shrink of the wind were the cries of those struggling in the water. To every particle of wreckage clung one or more of the drowning throng. The lie raft was the most sought for, and those who were fortunate as to make it were saved.

When the Algonquin's crew reached the seene of the accident and commenced the work seems of the accident and commenced the work of the rescue, they were loined in their labor by three tup, the hamby, the Wallace B. Fint, and the R. H. Fayre. All of these vessels had teen cruising in the vicinity when the tup that had passed beneath the waters first sent up her whistle of distress. They responded to the call, and, though further away at the time than was the Algoriquin, reached the droweing people about the same time as did the items of the cruis people about the same time as did the items of the cruising people about the same time as did the items of the water of and collected, and in less than twenty minutes from the time the rescuere arrived all who were affout had been taken out of the water. The Sayre got thirty-four, the

Algonquin's crew secured ten, and the Sammy
siz.

The lost tug's lifeboat was found full of
water, and had evidently been overturned
many times. In the bottom of it, however, tangied in ropes, was found the hody of a man.
His cost was off and his shirt sieeves rolled up
to his shoulders. Efforts were made to revive
the spark of life that was at first thought to be
still within him, but they were unavailing. He
was evidently one of the fishing party, for in
his pockats was found a quantity of lines and
hooks. His body was no firmly e tangled in the
rones that it required some heroic work with
knives on the part of the Algonquin's crew to
free it.

Capt. Platt of the Algonquin said, in describ-

knives on the part of the Algonquin's crew to free it.

Capt. Flatt of the Algonquin said, in describing the capsizal:

The sea was instantly filled with a mass of struggling humanity. The victims were slinging to anything that her could get their hands on. With the slid of my glasses I could see many of the poor fellows go down. A good many people must have been lost. I saw several of them fail from the rait, on which there was collected at one time a hail hundred or more. In my opinion the boat, in addition to being overloaded, was an ancient affair. Whils the sea was a hit crankr, it was not sufficiently heavy to send a tug of the Nicol's size to the bottom unless there was something wrong with her."

Mate kitch, who had charge of the lifeboat, said: When we reached the scene of the accident the tug had sunk. She had been gone perhans five minutes when, we reached the apot where she disappeared from view. I had my eye on her after we had pulsed away from the ship, and I watched her until she went down. She was way over on her aide and rolling heavily. She seemed to be top heavy. She remained in this position for quite a long time—saveral minutes. The waves were washing completely over her. I could see Dassengers dashing from one side of the tug to the other. A whole lot of people were collected in the house. The majority o' these on the outside were en the side that was relling in the water. They assemed to be afraid of getting wet. The tug never righted. She remained on her side until sane went over. She didn't sink bottom first. She just lipped over—capsized. After going over she disappeared immediately.

"There tugs got there about the same time that we did, and helped in the work of rescue. The men in the water were clinging to the life raft. Sometimes one would take his place. In less than ten minutes all of those in the party had been either drowned or rescued. I haven't the fain est idea as to the number loat, but it must be large, for I saw many go down myself before we could reach them."

THE SAYRE PICKED UP THIRTY-FOUR. It Was Pertions Work with a Plunging

Tug Itself Loaded with Fishermen, Harry Barck of Hobokes, who, with Harry Cushman, managed an excursion which went to the Fishing Banks on the tug Hobert H. Sayre from Hoboken, told a vivid story of the wreck and rescue by the Sayre. The Sayre herself had eighty-one excursionists aboard They reached the fishing grounds at 10% o'clock, and were anchored some distance from the Nicol for nearly an hour. Then a squall came up, and the sea began to rise so high

that Capt. Joe Slattery said it was best to put into the Horseshoe.
"The Nicol," said Mr. Barck, "had started to return about fifteen minutes ahead of us, and was nearly a mile shead. The Algonquin was between us and the Nicol and was half way distant. It was so rough that all our party were in the stern of the boat and grouped along the s arboard side under the les of the upper structure. The Nicol was laboring considerably in the heavy sea, but we did not notice that she was having a harder time than we were. Mr. Cushman, ex-Policeman Me-Dermott, and I were the only persons forward besides the Captain. Capt. Slattery, who was at the wheel, was the first to see the Nicol the wheel, was the first selection our attention to it. All we saw was the Nicol give one big lurch to port, and then she suddenly began to sink, going down stern foremost. She was engulfed in a few moments. The whole thing occurred so quickly that we were almost paralyzed. We were then, as near as we could tell, about two miles southwest of the Scotland Lightship and a mile northeast of Highland Light, Capt, Siattery instantly rang up the engineer tell-ing him to crowd on all steam, as there was a shipwreck shead. He called all the crew and ordered them to get the life lines ready. The Captain then told us that we would have to act with caution in quieting our party. He said that if a panie was started we might founder also. Up to this time nobody aboard our tug was aware of the accident, and the Captain said it was best to keep them in ignorance until we had got near the scene. Meanwhile we got out all the life lines we could find

and then we went aft and told the party there of the accident.
"They were told to keep as cool as possible and advised against the danger of a panic. Then the life preservers were taken out and the men took up positions on all al tug. The life preservers were distributed and everything got in readiness to do as much as possible. When we arrived at the scene the sea was covered with men struggling amid a mass of light wreckage, such as fishing

as possible. When we arrived at the scene the sea was covered with men struggling amid a mass of light wreckage, such as flahing baskets, rods, coats, and hats. Capt. Slattery had to go slow on account of the nasty sea to prevent running the men down. Among the struggling mass was the lifeboat of the Nicol. With seven men clinging to it. It was nearly full of water, and there was a man lying it it apparently dead. The others held on by the lines around the guawales. We made first for the lifeboat as that was the nearest. The life lines were thrown out an 1 made secure, and the life preservers and everything capable of floating on our tug were thrown overboard to the men. Even empty beer kegs were tumbled over, and more than one man was saved by a beer keg.

"The men in the water were trying to keep as clear-headed as possible when they saw help at hand, but many cried out for help in the most piteous manner. We had sreat difficulty in getting the men atoured them. Fill Wright, one of our men, had a rope tied around his waist and was lowered into the water by McDermott and another man, and he picked up most of the men around the lifeboat in this manner. The kessier bro hers were together, each having hold of the lifeboat and their hands clasped, and we mannered to get them up safely. A young man named Charley kenny. It years old, of 110 l'ark avenue, bec-me excited when he saw the lifeboat floating away with the man who we thought was dead in it, and jumped overboard and ewam to the boat and got in. He held the man up out of the water. The man elinging to the bear was the highest floating away with the man who we thought was dead in it, and jumped overboard and ewam to the boat and got in. He held the man up out of the water. The man seemed to be dead. His form was right and his eyes were glassy and staring. We could not get near thought when he saw the life boat not get near the life boat to get near this, and rescued these. Then the life rait next got our attention, and we pleked up several more of sea exhaust

aboard, as many were suffering from chills and shock.

"I saw only one man go down after we get there, lie was a man with sandy hair, and just got a glimpae of him as he sank. It was impossible to render him any assistance. The Captain and steward of the Nicol were swimming and were hauled up by the men in the how of our boat. The rescue of the men was effected under the most serious difficulties. Our boat was plunging into seas which seemed to be twenty and thirty feet high, and we could keep our squilibrium only by keeping hold of each other's arms. I understood that the engineer of the Nicol was among the rescued, along a th the Captain and ateward. We could not learn from them just how the accident occurred, and the passengers could not tell us sither. There were thirty-four is at rescued by our tug. They were landed at Pier 3, North River."

The James B. Nicol.

The James D. Nicol was 75 feet long and 17 beam. She was built in 1877, and was iteeneed to carry sixty persons, the was owned by John and James McCarthy, owners of a drydock at Fourteenth street, Hoboken, and Capt. Will am Reeves of 1.20d Washington atreet. Hebekee, the McCarthy brothers having a two-thirds laterest in her and Capt Reeves one-

third. She was chartered for the day by Caut.
Lemuel Kelly of J.O.I. Park avenue and Capt.
M. Hyde of Eleventh street, Hoboken. Neither
Capt. Kelly nor Capt. Hyde could be seen last
night. After they were rescued they were
filled up with brandy, and were in such a condition that they were unable to talk. Capt.
McAlpin. the regular commander of the beat,
was not on beard yesterday.
Capt. Reeves said last night that he could
not understand why the boat had foundered.
She was a stanch craft and perfectly seaworthy.

STORIES OF SURFIFORS.

They Were Huddling to Port to Avoid the Waves When the Nicol Keeled Over. John Nagele, a painter and hard-wood finisher, of 158 Stanton street, gave this ac-count of the sinking of the Nicol; "We left Pier 3 about 7 o'clock this morning.

We were anchored off Long Branch. The Cap-tain and pilot were at dinner. The merning had been calm, but at out noon the wind arose from the east and the waves began to run high. No fish were caught, and we decided to run into the Horseshoe and fish there. We had to wait for the Captain to finish his dinner. When he had finished the anchor was got. We were running at a good speed in order to make the inside of Sandy Hook. The waves washed over the bow of the boat. On the starboard side the spray was dashed against the cabin. All the passengers went to the port side in order to escape a drenching. I was holding to an awning post. A big wave came and the boat listed to port. She never righted herself. Two big waves struck her and she settled down with lurches. Then she capelzed. I swam under the awning under water until I came to an opening. Here I climbed out and came to the slanting top deck. I climbed up the deck until I came to the edge. I stood on the rail for a moment. The boat was lying on her port side. I saw she would sink and I dived into the water. When I came up I swam to a floating table. My friend, Frank Keiser, a plane tuner, of 256 East Houston street, was with me. We both swam to the table. It was too small to support us both. I let go. A log fleated near me, and I saired it. My chum and I were sepa rated. The Algonquin's boat picked me up. The Captain did not drink. He refused to drink when it was offered to him in the morning. I know nothing about the pilot or the crew. I blame no one."

Jerome Curtin, a hop broker, who resides at 74 Eighth avenue, and whose place of business is at 109 and 111 Broad street, was reseued by the Algonquin's crew. He said:

"The pilot was a mere boy. He did not seem to know how to handle the boat. Why, when the accident happened, he did not blow the whistle for help. One of the members of the

to know how to handle the boat. Why, when the accident happened, he did not blow the whistle for help. One of the members of the party did that. The water was dashing over the bows, and some of us wished to return long before the Captain and the pilot were ready. When the boat went down I came up through the stairway and landed on the top of the pilot house. I helped some man to keep afloat until the Aigonquin picked us up. The Captain was an old man, but, as I have said, the pilot seemed to be too young and linexperienced to have charge of the boat."

Charles Rirschner of 1,414 Second avenue, a painter, was the man who chartered the tug. He was rescued by the Aigonquin. Speaking of his experience, he said:

"I was on the port side with the most of the men. We could not sat through the engine room, but the D-ople to the side on which we were. We could not get through the engine room, but the D-ople on the upper deck could get to the high side. The boat righted herself a little and then went down again. She recovered herself, but never to an even keel, and then wint over altogether. I went under, but I can awim, and whea I came up I doated until picked up."

Edward Cabe, 174 Eddridge street, was the business manager of the club. He says that in the morning he sold fifty-five tickets for the Aigonquin's drew, and when seen in the excursion. There were at least fifteen deadheads on board, making about seventy in all with the crew. Cate was rescued by the Aigonquin's drew, and when seen in the ward there miles off shore. The Highlands were very dim. I was on the shore toward the sea and we seemed a long way out. We had been running toward the Horseshoe for about half an hour. The sea was running high and would run over the bow of the boat. The pilot seemed to be only a boy. The Captain was an old man. He did not drink and relies of shore. The Highlands were very dim. I was on the shore toward the sea companions from Brooklyn were among the passengers. The latter were Frank Ryan of 201 Columbia avenue. John Quinn of

Degraw street. They all escaped. Henry Quinn said:

"I think there were sixty-three or sixty-four on the boat, in addition to the Captain and the crew. We started from Pier 3, rast kiver, and got down to the fishing banks all right. We fished until about 12 o clock. It then began to get stormy, and we started off in the direction of Long Branch. We came to and started to fish in the Horse Shoe. Soon afterward, when going in the direction of Sandy Hook, we caught a big wave and were capsized. We turned over, and the boat went down as quickly that we were floundering in the water before we realized what had taken place. The back end of the boat first went down, and then she turned clean over. We picked up whatever we could lay our hands on, and swam and drifts i about in the waves until the boats came to our rescue. We were going at a full head of steam when the accident occurred. The boat was overloaded."

when the accident occurred. The boat was overloaded."

Gus Frazer, a machinist, of 361 Broadway, Williamsburgh, was picked up by the Robt Sayre. He says that for a haif hour before the mishap the passengers begged the Captain to turn the loat and go to the Horsahos. He, however, insisted upon going further out to sea. The water rushing over the bow compelled Frazer to seek refuge in the stern of the boat. When the accident occurred the Captain, he said, appeared to lose all control of himself. The engineer cut away the life rait, to which many of the men clung. Frazer saved himself by reaching over aman's shoulder and grasping the rait. He saw men who were unable to seize the rait drag down those who had a slight hold upen it, Many about him sank before the crews of the tugs could rescue them.

those who had a slight hold upen it. Many about him sank before the crews of the tugs could rescue them.

Frank Ryan of 201 Columbia street, Brooklyn, was one of the ship recked fishermen rescued by the Sammy. He said that the Captain of the Nicol delayed too long before starting back. When the squall came up and the sca began running high, everybody shouled to the Captain to put back. The Captain to put back. The Captain to put back. The Captain and finally a committee waited on him. Ryan says, and asked him to return. They were then nearly three miles off beabright, and the sea was getting worse every minute. The Captain said he would start back as seen as the deckhands got through with their dinner and were ready to haul up the anchor. Hyan says there was half a too of ice and beer in the stern, and when hey were keeled over by the waves the beer and ice was sent flying across the deck with the passengers. He had hold of the flagstaff until the tug sank, and then managed to get a hold on the life raft. His feet became tangled with the boat's painter and he thought he was going, when a man came along with a life preserver on each arm. He asked the man for one, and when he got it let go of the life raft. He swam around until picked up by the Sammy's crew. He says his friend. Thomas Thausen of 107 Degraw attest Brooklyn, who was also rescued by the Sammy, tried to save an old man and reached out for him twice, but the old man sank out of his reach and was lost.

Charles Eberhard, who, with the Kirschner.

an old man and reached out for him twice, but the old man sank out of his reach and was loat.

Charles Eberhard, who, with the Kirschner brothers, arranged the excursion, missed his brother Herman directly after being picked up himself. He had heard nothing of the lad up to 11 o'clock, and said then that he believed the boy hat been drowned. The Eberhard brothers lived with their widowed mother at 402 East Eighty-fourth street. Eberhard kept no list of those who bought tickets for the excursion and could not tell who were saved or who were loat.

Col. Joseon A. Joel, editor of the Grand Army Gardic, and his son, R. H. H. Joel, were on the Kayra. Col. Joel says he saw twenty-live men clinging to a life rait, and they were all saved but one. Col. Joel believes that the Nicol sprung aleak.

Col. Joel's son says that the Sayre struck the life rait with so much force that one of the men clinging to it was knocked off and drowned.

John Keller, a porter employed by W. H. Doie of 44 Fearl street, was a massenger on the Nicol.

At the time the vessel began to careen he was in the engine room inspecting the machinery. Suddenly a wave swept aboard, feeding the employed by the fire sending up a cloud of steam.

Foller was thrown down and his hand was caught in the door of the engine room, which had begame jammed against the shift. Another jurch of the vessel released him, and he was carried out into the sea with his hands, face, and head hadly scalded by the steam. Heller the powerful awammer and he struck out for the boat of the Algonquin.

Eller says the seene was an awful one, as all around him were men struggling in the was grand the man by the hand and stempted to help him but he could not awain.

He graspad the man by the hand and stempted to help him but he could not awain.

Others Preach.

We practice. Insortety is sured at the Keeley natitute, Saratoga Springs, N. Y.—Adm.

a great effort and rose to the surface, pulling the man with him.

At the surface Relier's companion gasped out, "Save rourself and let me go. I know my time has come; save yourself."

The man then released his hold and sank.

Relier at once struck out for the boats of the rescuers and was soon aboard.

NO RODIES COMING ASBORE. The Mull of the Nicol Said by Fishermer

RIGHLANDS OF NAVENINE, June 24.—The foun-dering of the tor Nicol was seen by many people at this place. The Nicol had been fish-ing off Seabright most of the moraling, and when she started homeward about 12 o'clock V. H. Havens, the marine operator at the Navesink lights, who was watching her through a glass, noticed that she was listing heavily to port and was making heavy weather of it.

No boat was near her but the Algonquin. At 12:50 o'clock a he vy squall came up from the east and the tug headed out for sea. The list increased, however, and soon her decks were under. The tug blew her whistle to attract increased, however, and soon her decks were under. The tug blew her whistle to attract the attention of those aboard the Algonquin, and was still blowing it when she turned completely over and sank, about 2½ miles off here. The Algonquin, which had passed the tug, headed about at once and sent out two boats. It was fully fifteen orinutes, according to Haven, before the boats reached those strugling in the water.

None of the bedies of the drowned has come ashore as yet. Many articles belonging to persons on the tug and parts of the tug hereelf have fleated ashore, however. Numerous straw hats and life preservers and eard on a box bearing the name of Louis C. Becker were found. Part of the pilot house of the Nicol, on which was affixed the eagle which ornamented it, came ashore.

The accident spread consternation among the other fishing excursionists, and many who had come here and to readright on boats insisted upon being landed, and returned to the city by rail. The Mary Patten and the Sea Bird, the well-known excursion boats, lost a large percentage of their passengers.

Late to-night fishermen report that the hull of the tug is affoat bottom side up, and they think it has dumped the engine and machinery out. Wreekage is coming ashore all the time, but no bodies.

DROWNED, . MISSING, RESCUED. This is the best list that could be made out last night of those known to be drowned, those reported missing, and those known to be safe.

BODIES RECOVERED. MCALRER, FRANCIS, 27 Bridge street, bag maker; body wich street.
Unidentified man brought in by the Evarta, 45 years

Unidentified man brought in by the Everta, 45 years eld, 5 feet 8, andy hair and menstache, weight 190 pounds; bine finned cost, black vest, striped black trousers. Letter in his pocket addressed to John Durr, 217 Kast Forty-seventh street.
Unidentified man, thought to be Buck Trainer of East New York. Srought in by the Algonquin. He was found attoat in a small boat, and died while being transferred to the Algonquin's boat. He was a man about 80 years of age, of siender build, about 5 feet 8 inches tall, red hair, cleanly cut, a slight red ment. inches tall, red hair, closely cut, a slight red mout tache, with bine eyes. He were a cheap cotton shirt, bin Waistcoat and trousers, and a pair of laced shorn. His fishing tackle was in his inside waistcoat pocket, with the loose line wrapped about his neck. About his eyes were several slight cuts. His postets centained \$3. a

aknife, Total, 3. REPORTED MISSING.

BIRRHIP, LOUIS.

BRICHT, CHRISTIAN, 503 FIFTH STROET.

BCCKRIDGE, WALTER, 692 Halley Stroet, Brooklyn.

BUTTLING, CHARLES, 226 Chrystic stroet.

ERERRARD, HERMAN, 11 years old, 402 East Eighty-

bunch of bridge tickets, a package of court plaster, and

GRAHAMS, CHARLES, 175 East Fourth street. HATES, JOSEPH, 172 Eldridge street.
JOHNSON, ALEXANDER, employee of the Metre
Life Insurance Company. ife Insurance Company. Kausz, Franc, piano tuner, 256 East. Hous KINSCHMER, GUSTAVE, 1,492 Second avenue. KIRSCHERR, WILLIAM, 1,492 Second avenue.

Moore, William, Brooklyn. PARST. ALPERD, Sixth street and Avenue A. PIERING, HERRY, 130 East Fourth street.
FURLESSENSER, THOMAS, Mott and Bloocker streets.

Bengura, - 86 East Third street, SCHULTS, FRANK, pressman, one logged, Eleventh street and First avenue.
SCHOLTE, WILLIAM, 178 Forsyth street. TRUSDELL, WILLIAM, shoemaker, 88 Classen avenua ooklyn.

Unnanture Faunusce, Righth street, near Avenue A. UNDERHEIT, FRIDERICE, Rights atreet, and Av Wares, Groson, 172 Eidridge street. Wares, Andrew, 434 East Eleventh street. Weithing, Charles, 226 Chrystic street. Wate Butt. 85114 Bowers.

CHARLES, OPTICIAN, 225 Chrystie street Rescued by steamer Algonquin. Brady, Joseph, 782 East Ninth street, city. Rescued y ing Sayre. 174 Ridridge street. Resented by steamer Algonquin.

CURTIN, JENOUS, hop broker, 74 Highth avenue. Beeeued by Algonquin.

DONONUE, JAMES, 389 East Houston street. Rescued
by tug Sammy.

Rescued by tug Fayre.

Fat. Pannenics, 328 East Forty-eighth street, city, Rescued by tug Sayre.
FLEXING, JAMES, steward of tug Mool, 137 West street,

city. Rescued by tug Sayre.

Franks. Gua Bdl Broadway, Brooklyn. Rescued by tug Sayre, Gilnouz, James, 115 Broad street. Rescued by teamer Algonquin.
GRANANA, GRONGE R., 175 Hact Fourth street, city. escued by tug Sayre. GLERNON, W., 427 West Thirtieth street. Rescued by

GLOCKNER, CHARLES, College Point, GRABER, GROEGE, 534 East Fifth street, city. Recent y tug Sayre. Haggenty, Joun. Besched by tug Sammy.

HAMMOND, ALBERT, deckhand of the Nicol. HERRANT, FREDERICE, 545 East Seventy-eighth street, ity. Rescued by tug Sayre. Hyps, William. Captain of tug Nicol. Rescued by HOGHER, Louis, of Rondout, foreman of the Nicol.

Horrus, Jons, 845 East Seventy-eighth street, city. Rescued by tug Sayre. Hown, Parmon, 52 Rivington street, sity. Rescued by Sayre. HUPE, CARL 101 First avenue, city. Rescued by Al-

Rescued by Sayre.
Kassian, Jonn, 174 Hidridge street. Rescued by Execuse, Hunny, 174 Eldridge street. Resound by

rued by Sayre.

Exitan, Jonn, 367 West Thirty-eighth street, city.

Kayra.

Kipg, R., 201 Stanton street, Rescued by tug Sammy.

Kimachurz, Charles, painter, 1,494 Second avenue,
manager of the excursion. Rescued by the Algenquin.

Kimachura, Franchick, 1,494 Second avenue, city. Lascued by Sayra.

Lascue, P., 107 Boston avenue. Resound by tag Sammy. McKerna, Jone, 101 Broad street, city. Rescued by

went on an excursion yesterday with a fishing club on the steambeat Neptune, which left the foot of Beekman street at U o'clock.

Off Seabright buoy, at about 1 o'clock, he fell overboard, and although the Neptune was at once put about it was twenty minutes before he was picked up. He was unconacious. Every whort was made to resuscitate him, and the Schuyler and Foster were both halled and asked for medical assistance, but neither boat had a doctor on board.

The quarantine tug Charles F. Allen was halled off Fort Wadsworth and Deputy Health Officer Tallmadge went on board and made every effort to restore animation but without success. Schafilin was not married. cued by Sayre. MORIANAVES, FREDERICE, 1,578 Second avenue, city. leauned by Sayra. Museur, William, address unknown. Rescued by Haven and Hartford Railgoad Company, was drowned in the harbor this morning. With a

FAMILIES HAVING HEAT AND COMPORTABLE Country Homes

CAN SECURE THE MOST DESIRABLE CLASS OF

City Boarders Small Expense BY ADVERTEEING IN

THE SUN. BAILY AND SUNDAY.

CARD OF RATES.

FIVE DROWNED IN THE BAY.

Munars, Jone, 5 Vandam street, etty. Resoned by OF A PARTY OF SIX ONLY A LITTLE Quine, Hanne, 43 Sackett street, Brooklyn, Rescuel BARY IS SAFED,

PERSON, Occas. Rescued by tog Sayre.
PLETS, GROUNS E., Cellege Point, Long Island. Rescued

by Algonquia.

Quint. Jone. 17 Stone street, city. Rescued by Sayre.

Byang-France. 201 Columbus street, Brocklyn. Res

stead by ing fammy. Scanzy, J., 682 Sixth avenua, Brooklyn, Resented by

Sayra. Sarran, 872 Rest Houston street, city. Rec

ened by Sayre.
Straver, H. A., 410 West Forty-stath street, city. Res-

ened by Sayra.
THOMAS, THOMAS, 107 Degraw street, Brooklyn. Res-

cued by Sammy. Wath. Journe. 849 Sinth street, Brooklyn. Rescued

WRASINT, WILLIAM, 485 Hast Eleventh street, city.

Rescued by Sayre.

Woos, Joseph 55116 Sewery, city. Rescued by Sayre.

Wolr, E. F., 160 East, Eighty-eighth street. Rescued

OURIERS BY THE SOUALL

The Occupants of Boats in the East an North Rivers Get a Wetting.

Forty-second street, and Frank Zimmerman

THE SCHOONER WENT DOWN.

NEWBURYPORT, Mass., June 24. - The schooner

Ocean Eagle of Boston was sunk about one and a half miles off Newburyport bar at 4

o'clock this morning, and two of her crew,

Herman Davis, mate, of Boston and Henry

McPhee, cook, of Cape Breton, were drowned.

MePhee leaves a wife and three children.

Davis was unmarried. Capt. Littlefield and

Seaman Wallis W. George were rescued by the

fishing schooner Alfaretta.

The Ocean Eagle left Plum Island this morn-

CAPSIZED OFF BARREN ISLAND.

Four Fishermen Rescued After Being a

Long Time in the Water.

George Reinhart and a friend named

of 107 Second street and Philip Becker of 54 Third avenue went fishing yesterday in their

THREE DROWNED AT DETROIT.

-A Furtous Storm.

of excessive heat a storm came up this after-

noon, during which an inch of rain fell in twenty-five minutes and a sixty-mile gale

blew for half that time.

Caleb E. Healey, the inventor of the Healey

steam street car motor, and his two daughters. and two daughters of Capt. Ortwine of the fire

and two daughters of Capt. Ortwine or the fre-department, were out in a steam insunch near Bell Isle Fark when the storm broke. The launch was upset and Healey and the two Ort-wine girls were "rowned, a passing steamer picking up the other two girls. There are rumors that a sailing yacht was upset with five persons, who are reported drowned, but up to late to-night there is no verification of this report.

Michael Schaffin Drowned from the Neptune

Michael Schaffin of 6 West Sixteenth street

went on an excursion yesterday with a fishing

Browned at New Haven.

NEW HAVEN, June 24 .- William P. Sullivan,

rakeman in the employ of the New York, New

drewned in the narbor this morning. With a party of friends he went in swimming off the dock of the railroad company. Builivan dove from the deck in about twelve feet of water, and did not come to the surface. His friends jumped after him, and succeeded in finding him sticking head first and last in the mut. He was dead when brought to the deck. His home is in South Boston.

Two Browned at Teledo.

Toleno, June 24.-Watchman Christopher

Averhill of Col. S. C. Reynolds's steam launch

Bigma was yachting in a small boat to-day on

Maumee River when a squall and the strong

current canaized the boat. Two companions of Averhili c ung to the rigging and were picked up but Averhill was drowned.

Christopher Gross, aged 20, was trying to teach some young men how to swim in the canal this evening, and was drowned.

Kills Himself with a Shotgun.

HICKSVILLE, L. L. June 24.—Edward L. Bloomer, a farmer of Sycaset, committed sui-

Dernort Mich. June 24.-After three days'

owners.

As One of the Capstsed Party is Treading Water and Holding Up the Baby a Patr of Arms Arise Behind Him, Clasp His Neck, and Draw Him Bown-As He Bisappears He Tosses the Baby Toward an Approaching Bont and It Is Resence-Two Men, Two Women, and a Child Browned-No Identifications Obtained,

A nameless ith and mainsail 20-foot beat went down off South Brooklyn yesterday morning, earrying with her five of a party of six. The sixth, a tiny child scarcely 2 years old, nameless, too, for the present, for it does not know its name, was saved. Who the party were, where they came from, whose was the host and where it came from, all are as yet unknown. It was the first two puffe of the same squall that struck the Nicol that turned

over this boat.

Some time before 7 c'clock in the morning the boat with her party sailed up alongside the pler of the Brooklyn City Railroad Com-The sallboat Ida, which belongs at the foot pany at the foot of Fifty-fifth street, South of Porty-second street, North River, was cap-sized by a squall off the foot of Jane street. Brooklyn, and landed them, though it is against the rule. There were two men, two North River, at 7:15 o'clock last evening. In the boat were William Edler of 419 West women, and two children. The men were each between 30 and 35 years old. The Thirty-fifth street, John Phelan of 448 West women were about the same age. The eldest child was a boy of perhaps 7, the other a baby Forty-second street, John Voss of 442 West not yet weaned.

Up from and to the south of the pier is a

also of 442 West Forty-second street. The men clung to the capelzed boat until the tughigh, grassy biuff covered with shade trees. boat Hercules, which was near when the acci-dent took piace, came and took them off, It is a very inviting spot, and the party clam-They were landed at the foot of Jane street two hours or more. In the mean time Michael Conroy, the day gateman at the railroad and went home. The overturned boat was righted by the tug's crew and restored to her company's pier, came on duty. The rule about permitting persons on the pier is strict, and when, about 10 o'clock, the party wanted to get back to their boat. The police boat Patrol was cruising in the East River off Hart's Island when the squall sprang up yesterday afternoon. A fleet of sprang up resterday afternoon. A fleet of small rachts was sailing to the Cak Point regatts, and the sloop racht Just Hight of Stamford, Conn., was struck by the squal and capsized. On board her were her Captain. Clarence Lockwood, Joseph B. Smith, Alfred Banks, Michael Walsh, Howard Severance, and James Pritchart, all of Stamford. They were thrown into the water, and were elinging to the upturned boat when the Patrol steamed up and rescued them. Capt. Copeland of the Patrol righted the yacht, and after she had been pumped out her crew, not much the worse for their watting, resumed their places in her and proceeded to her berth in the Harlem River. Conrey wouldn't let them go on the pier. He said they had no business to tie their boat up there. Conroy is a stelld fellow, and even to get rid of the boat he wouldn't let the party through the gate. The men of the party finally prevailed on him to let them go in and get into the boat and sail it over to the foot of Forty-ninth street, where they might get the women and children aboard. The rest of the party trudg dup to the Forty-ninth street pler. It was nearly 2 o'clo-k when they got aboard the boat. Coproy saw them then, and saw that, after leaving the pier, the boat headed down the bay close inshere. He paid no fur-Two Lives Lost on One Vessel and One on Another Near Boston, ther attention to it.

The Atlantic Yacht Club has its club house at the foot of Fifty-seventh street, and the steward, Louis H. Ihnken, was standing in the wide porch facing the bay soon after Conroy got his last look at the party. He had a pair of glasses in his hand. The wind had not freshened any yet, but it looked as if there might be a squall, and the steward was taking a look at the positions of a dozen or more of the club's yachts that were at anchor off shore. Ihnken saw the nameless boat with all its party aboard coming lazily down the bay. Both her sails The Ocean Eagle left Plum Island this morning for Boston, and soon after leaving it was found that she was leaking. The vessel was headed for the beach when it was found that she would sink. The two men drowned went to the cabin to get some personal effects, and while there the schooner sang.

The Ocean Eagle was owned by Capt. Littlefield and the New England Adamant Company, and was valued at \$1,500.

Boston, June 24.—The clipper fishing schooner Indiana of Gioucester arrived at T wharf this afternoon with her colors at half mast out of respect to Sandy Powler, a member of the crew, who was drowned this morning thirty miles to the eastward of Thatcher's Island. The unfortunate man was holding the foreboom tackle in his hand when the foresail gybed, throwing him into the sea. He was a native of Itajr, but had lived many years in Gioucester, Mass., where he leaves a widew and six children. were up, and her mainsail looked to him as if it were a size too big for the boat. The boat was leaning over pretty well from the wind, and Ihnken counted five persons sitting along her starboard side, which stood out of the water. It was while he was looking at the boat that the first gust of the equal came, and the moment

ing at the boat that the first gust of the squall came, and the moment it struck the boat over she went, her sail resting on the surface of the water. The five persons aboard still managed to retain their places on the sail. Innken lowered his glasses a moment and called to one of the sailormen on the pier to get the naphtha launch, which was lying just inside the yacht club's float. The dy. Then helooked back at the boat. She was just sinking, and he could see the heads of the people bobbing in the water. He dropped his glasses and jumped into the launch. He pushed her head off, and in a moment was sailing out to the rescue as fast as her serew could drive her.

The shore from Fortieth street clear to Bay Ridge is lined with boat club and yacht club houses, and nearly all the yachts at anchor had skiffs at their sterns. It was like a crowd gathering in Broadway when a fight is in progress. The yacht had hardly keeled over when a hendred boats were putting out to her. She lay less than a quarter of a mile off shore, and was ab utdirectly out from the City Railroad Company's pier, where she had been tied. A skiff rowed by two Swedes, karlsen and Olsen, whe had put off from one of the anchored yachts, reached her first, but she had already gone down, and there was hardly a ripple on the water to show where she had gone. The Swedes saw two persons come up. One was a woman, who opened her mouth as if to scream, and sunk again in an instant. The other was a man, and he held high above his head the baby. He appeared to be treading water and holding his own, and the men put for him with all their strength. One of them touched him with an oar. Two other boats, hardly a moment belind that of the Swedes. small catboat, the Hero. They sailed down to Barren Island and then east anchor.

They had fine luck and a boat load of fish when the squall came up. They pulled up when the squall came up. They pulled up their anchor and started for home. In turning, some of the tackle caught and the boat came around broadside to the wind. In a lifty she went over and the fishing party all went into the water.

They could all swim, and they tried to get aboard the upturned craft. They couldn't clamber up on it, but they managed to get good grips on the railing.

They drifted about at the mercy of the sea. They drifted about at the mercy of the sea. They were in the water about twenty minutes when they saw a white along with one man aboard bearing down toward them. They all abouted at once, but the man in the sloop evidently didn't hear them, for he sailed off.

Another ten minutes went by and then the Storm Beat from Canarsie Bay hove in sight. They yelled again, the Storm Beat's crew heard them, and put their boat about and picked them up. The Here was righted and towed into Canarsie Bay, where she was anchored, and the fishermen came home by rail. L Report that Five Others Were Also Lost

ment in a particular to the of them touched him with an oar. Two other boats hardy a moment beind that of the Swedes, were within reaching oils dead in the control of the week within reaching oils for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for him when a head bobbed upon the reaching out for ship the reaching out of \$40, but the man who had it wanted \$40 (100 to \$40, but the man who had it wanted \$40 (100 to \$40, but the man who had it wanted \$40 (100 to \$40, but the man who had it wanted \$40 (100 to \$40, but the was pulled over tackward and down, and the happened all of the bundered when the ship of the him the reaching of the deal of the control of the water. The baby which the awed the ship of the bundered his bund. The other was pulled to the sixty and the ship of the ship o

mast and some of her mainsail stood up out of the water.

The touts began to put out from shore again. A white sloop with four men aboard came skimming along as they began to put out, his had all sail spread, and an extra puff of wind caught her. She went over more quickly even than the other boat, and her occupants were thrown into the water, but they were more fortunate than the other part. Their boat floated, and they all got good holds on the rail and held on until botts reached them and took it em alessed. Then they managed to right their boat, got in it, and sailed off. Just as their reache was completed the police boat came along. To set more had been added to the height above the water of the capsized yacht's mast and mainsail. The Judge hoore had no tackle aboard for the purpose of hoisting sunker boats, and her Capital decided that the thing to do was to tow the beat to one of the piers. A rope was made

COLGATE & CO.'S

Bloomer, a farmer of Syosset, committed sui-cide last svening by shooties himself through the heart with a double-barrel shotgun in the garrel of his house. He put a large charge of shot in the gun, cocked it, placed the murgle to his heart, and pulled the trigger with the aid of the ramrod. The suicide was married, but had no chil-dren. His mother says he had not been in his right mind for some time past, and had threat-ened to kill her and his wife on several occa-sions. 1806 LAUNDRY SOAP.

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a good appetite, can breathe easily, and sleen soundly at night. He has regained his former strength and weight. We are all indebted to

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Hood's Pills are purely vegetable, carefully prepared from the best ingredients. 25c.

fast to the mast, and the police boat started in with twenty-five or lifty amail boats after her. The mast heid, and within half an hour the sunken boat was alongside the railroad cempany's pier. A crowd of a hundre or more persons were on the pier now, and they made fast more ropes to the top of the mast, and tried by main force to pull her up near enough to the surface to enable some of the live hundred swimmers to dissome of the live hundred swimmers to dissome of the live hundred swimmers to do near enough to the surface to enable some of the live hundred swimmers to dissome the police boat volunteered to dive and get ropes around her, so that she could be pulled further in shore. They stripped to their trousers and leaped in. Again and again they divided down before they succeeded in ge ting the ropes in lace, but at last they succeeded, and a hawaer thrown up to the crowd on the pier was selzed, and half a hundred men got hold and pulled. The boat started, and as she was pulled in shore she rose slowly in the water until the outlines of her cabin could be seen. Then the policemen jumned in again, and more ropes were got around her fore and alt. The crowd that had been pulling divided and mann d the new ropes. They tugged and tugged, saining hardly half an inch at a time, but at last they got the boat high enough to make out all he cuttine. Mounted Policeman Shea clambered down into a rowboat and fished around with a boat hook. He got hold of something and pulled several minutes, and then almost fell out of his boat as the hook and the object gave way.

down into a rowboat and fished around with a boat hook. He got hold of something and pulled several minutes, and then almost fell out of his boat as the hook and the object gare way.

There was a shirt at the end of the hook. It was a thin white summer shirt with black stripes, and Shea declared he had pulled it from a body. It was thought then that more than likely some of the bodies would be found in the boat, and the crowd ashore made more atrenuous efforts to pull her higher up in the water. They got her up this time so that the top of her cabin was just even with the boat hook Shea got a black alpace coat. There was a box of matches in the pocket, was a box of matches in the pocket, but nothing that would lead to the identification of the owner. Next a big luncheon basket came up. It was filled with bread and cake, and in the bottom of it was quart whiskey bottle with a couple of inches of which indicated that it had just been bitten off, floated up; but there was no body. A dozen times hea thought he felt a body with his hook, and each time the crowd on the pier was apurred to new effort, and they would get the boat up an inch or so higher. Swimmers came over from the toboggan slide, but so sure were they that bodies were in the boat that they would not go into it.

Shea pulled article after article out with his boat hook. There was an oliskin coat, a milk bottle, haif a dozen other bottles, several granite pails, and, finally, a silors canvas bag. This bag was the only thing that had a mark on it which promised to lead to an identification. These were the two letters. F. H. sewed in in red wortsed. After it was recovered a child's little red chair was pulled up. Then another effort was made to pull the boat far enough up to make it possible to bail her. Sergeant her kersland stripped again and dived in. Her put on more ropes, and, with the aid of the men who coul! set hold of them. The place of the was noticed that she had no name. First one and then the other. The usual places for manes were pathed, whi

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